



**City of Issaquah
Development Commission**

NOTICE OF DECISION

September 13, 2016

APPLICATIONS: Project No. PRJ14-00023
Site Development Permit: SDP15-00004

PROJECT NAME: Riva Townhomes

STAFF CONTACT: Amy Tarce, Senior Planner
Development Services Department. 425-837-3097
amyt@issaquahwa.gov

APPLICANT: Stacia Bloom
Core Design Inc.
14824 NE 95th St., Bellevue, WA 98007

OWNER: Gateway-Smallwood LLC
14824 NE 95th St., Redmond, WA 98052

REQUEST: Site Development Permit **approval for** 36 townhouses on approx. 8.39 acres. The site includes approximately 6.2 acres of critical areas, including a fish-bearing stream, and wetlands, and associated buffers for Tibbetts Creek and the wetlands, reducing the developable area to 2.19 acres. Site access is on Newport Way. A Shared Use Route (publicly-accessible multi-use trail) is provided along Newport Way. Private open spaces are distributed throughout the site. A total of 85 parking spaces are provided.

LOCATION: The project site is located at the northwest corner of Central Issaquah, in the 1900 block of Newport Way, Parcel No. 2024069115.

**COMPREHENSIVE
PLAN DESIGNATION:** The site is designated "Multi-family Residential" by the Issaquah Comprehensive Plan, adopted in 1995 and as amended 2014.

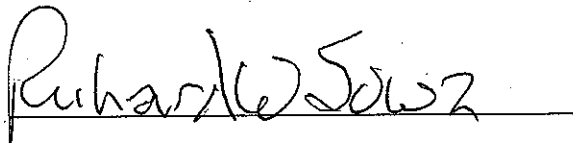
SUBAREA: Central Issaquah

DISTRICT: Western Gateway

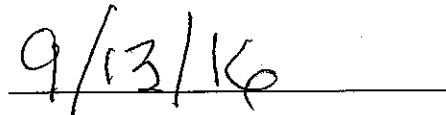
ZONING: VR – Village Residential

I. DECISION

The Development Commission reviewed the proposed Site Development Permit during public hearing conducted on March 9, 2016 and continued on September 7, 2016. After reviewing the application materials including plans and technical studies received on January 19, 2016, the Staff Report dated January 27, 2016 with Attachments 1 – 15, Briefing Response memo, dated March 9, 2016 with Attachments 1 – 7; and listening to representatives by the applicant, city staff and citizens, the Development Commission approved the applications with Conditions. Approval of the land use application is based on the Findings of Fact in Part II, Conclusions in Part III, and the Conditions of Approval in Part IV below.



Richard Sowa, Chair
Development Commission



Date

This Notice of Decision has been executed this 13th day of September, 2016 by the Chairman of the Development Commission on behalf of and per the direction of the Development Commission.

WHEREAS, a public hearing was held on March 9, 2016 and continued on September 7, 2016, to consider a Site Development Permit for the Riva Townhomes, File No. SDP15-00004; and,

WHEREAS, as the Development Commission reviewed the applications during the public hearings and has had adequate time to review and reflect upon the applications; and,

WHEREAS, the Development Commission is now satisfied that the applications have been sufficiently considered, and hereby makes and enters the following:

II. FINDINGS OF FACT

1. The Applicant, Core Design Inc. (on behalf of Connor Homes) submitted a Site Development permit application on November 6, 2015 for the development of 36 townhomes on 8.39 acres.
2. A sufficiency review of the applications was made and staff determined that the applications contained adequate information and detail and the applications were determined to be complete on November 9, 2015.
3. A Notice of Application was mailed to parties of record, to property owners within 300 feet of the subject site on November 25, 2015 and the notice was posted on the city's website and on the property in the same week. Public comments were allowed up through the public hearing of September 7, 2016.
4. The Central Issaquah Plan (adopted on December 17, 2012 and amended on December 7, 2015 (and subsequent amendment on July 27, 2016) provides the Central Issaquah Plan Area Map, an overview, definitions, guiding principles, central plan districts, policies and exhibits to the plan. The Central Issaquah Development and Design Standards became effective December 22, 2015 (with subsequent amendments on July 5 and July 27, 2016, and Effective Date of July 27, 2016) to implement all development sites within the boundary of the Central Issaquah Plan. This includes 17 chapters applicable to the plan. The property is zoned "VR" – Village Residential. Multifamily is a permitted use in the VR zone. The property also has a Land Use Designation of "Multi-family Residential" by the Comprehensive Plan (effective 1/20/2014).
5. The existing use of the site is vacant. Adjacent properties include:
North: Multi-family (Sammamish Pointe Condominiums and Gateway Apartments)
South & West: Cougar Mountain Regional Wildland Park, Single-family Residential
East: Tibbetts Creek and associated wetlands, Commercial/Light Industrial within the Rowley Development Agreement area
6. The project site is comprised of 1 parcel that contains approximately 6.2 acres of critical areas and a developable area of 2.19 acres.
7. Environmental impacts of the project were analyzed as part of the SEPA review of the project with the submittal of an Environmental Checklist. Significant "critical areas" as part of the environmental review included wetlands, wetland buffers, and two streams with salmonids (Class 2s) and stream buffers on site. The two streams, Anti-Aircraft Creek (WRIA #0169A) and an unnamed tributary to Tibbetts Creek (WRIA #0169H) originate from Cougar Mountain across Newport Way. Class 2S streams require a 100-foot buffer.
8. A concurrent City of Issaquah flood mitigation project will affect the Riva property. The Anti-Aircraft Creek culvert on the northern portion of the project site will be relocated further

south and drain to the Riva wetland. The City conducted a separate SEPA review for the Culvert project and established that it will have no significant impacts to the proposed Riva project. The new culvert will be contained in a box culvert, therefore, eliminating the need to maintain a stream buffer within the Riva property. The relocation of the Anti-Aircraft Creek culvert facilitated the accommodation of more buildings/residential units on the Riva project.

9. There is a 3.8 acre Category II wetland on the site. The wetland also extends off-site, but the total size of the wetland has not been estimated. Category II wetlands require a 75-foot buffer. Because the wetland buffer area is currently dominated by non-native invasive plant species, it qualifies for a buffer reduction (maximum 25% of buffer standard) provided the reduced buffer area is enhanced with native plant species (IMC 18.10.650.D.3). The applicant proposes to reduce the 75-foot wetland buffer to 56.25 feet with planting enhancement of the reduced buffer area. The wetland buffer would be reduced by approximately 10,995 SF. The stream and wetland buffer enhancement area would total approximately 63,370 SF.
10. Site access is on Newport Way. Emergency vehicle and fire truck access is at the Newport Way main access drive, and the site provides private driveways for adequate emergency vehicle access for the interior of the site.

Based on the traffic impact analysis, Newport Way has sufficient capacity to accommodate the traffic volume. Traffic safety and operation impacts have been considered through review of the application and the incorporated conditions will adequately ensure these issues are addressed. The Riva Townhomes proposal is consistent with the growth assumptions included in the City's Traffic Concurrency Model. Therefore, the proposed development can withdraw trips from the "trip bank" that was calculated for concurrency and can mitigate their traffic impacts by payment of the traffic impact fee.

11. Under Table 4.3A of Chapter 4 (Zoning Districts, Uses and Standards Summary) of the Central Issaquah Development and Design Standards, the Development Commission conducts a planning-level review of specified land use actions for sites that are 3 acres in size and greater, including Site Development Permits, for conformance with policies, goals and objectives contained in the Issaquah Comprehensive Plan and the adopted Central Issaquah Development and Design Standards. The Development Commission is the decision maker of Site Development Permits.
12. The intent of chapter 4 is to establish zoning districts to allow for a livable, sustainable, mixed use, urban community; balance environmental concerns with development pressures; and to ensure the health, welfare and safety of those who work, live and play in Central Issaquah.

The zoning of the property is VR, Village Residential and multi-family residential is a permitted use. The Intent of the Village Residential is to establish and preserve areas for moderate density residential uses and compatible commercial uses. The project is providing

medium density residential, at approximately 12 units/developable acre. The proposed 0.76 F.A.R. meets the requirement for the VR, Village Residential zone.

13. Chapters 6 and 12 contain the standards for Circulation Facilities and Circulation Design. The Development Standards for roads as set forth in Chapter 6.0 (Circulation) of the Central Issaquah Development and Design Standards were used to evaluate the proposal. The frontage improvements on Newport Way and pedestrian circulation of this project meet the circulation standards.

The Applicant is required to dedicate 1.5 feet of the property for additional right-of-way and construct new street improvements along their property frontage on Newport Way NW, consistent with City street standards and the Central Issaquah Plan, which identifies this section of Newport Way NW as a "Parkway." The right-of-way width along the Riva frontage will range from 63 feet to 67 feet. The improvements would consist of a 5-foot gravel path along the City's stormwater detention facility, curbs and gutters on both sides of the roadway, two 10-foot wide vehicle travel lanes, a 12-foot-wide center median turn lane or 8-foot wide landscaped median, two 5-foot bicycle lanes on both sides of the roadway, a 5-foot landscape strip, and a 10-foot shared multi-modal path (bicycle and pedestrian) in front of the Riva townhouses facing Newport Way.

Two administrative adjustments of standards (AAS) were applied, each achieving an equivalent or superior design than what would result from strict adherence to the CIDDS. These circulation facilities involve the parkway standards for Newport Way (File No. AAS16-00006), and the Primary Through Block Passage (File No. AAS16-00005) standards. All criteria for an AAS were met by the two circulation facilities.

14. Chapter 6 requires pedestrian Circulation Facilities for every 300 feet length. The Riva site plan includes two Primary Through Block Passages, placed approximately 170 feet apart, and a Secondary Through Block Passage, placed between the Shared Use Route and the Primary Through Block Passage, break up the length of the block.
15. Chapters 7 and 13 contain the standards for Community Space. Community space will provide elements of the "Green Necklace" in an array of green elements including the enhancement of the natural areas, tree-lined streets and active and passive community spaces and the Mountains-to-Sound bikeway on Newport Way. The required private community space is a min. of 48 s.f./unit. Required community space is provided in a combination of balconies and porches for individual residential units. The CIDDS also requires a minimum of 400 s.f. of On-site Amenity for projects with more than 22 units, which the Applicant proposes to fulfill by providing a nature-based play area, as conditioned with this approval. A Neighborhood Park and a Shared Use Route is required per Figure 7A and 7B of the CIDDS. Per 7.4.A.1, the City is selecting a Shared Use Route. This is to be a publicly-accessible community facility, integrated with the City's bike and pedestrian trail system. Due to the cost of constructing the entire Shared Use Route through the Riva

property, which is disproportionate to the small number of residential units proposed, the Applicant will be required to pay the Parks Impact Fee instead.

16. The Riva project contributes to the implementation of the Green Necklace by providing:
- Shared Use Route along Newport Way (in lieu of sidewalks at east half of Newport Way)
 - Mountains-to-Sound Greenway bike lane along Newport Way
 - Wetland and stream buffer enhancements to Tibbetts Creek and Anti-Aircraft Creek
 - Community Spaces
 - Newport Way Parkway with street trees
 - Through Block Passages serving the interior residential units

The community spaces are integrated with the non-motorized circulation facilities and provide access to viewing the wetland and creek buffer areas. Buildings frame the community spaces, and residential units front the small open spaces provided. Open spaces also have a direct view of Cougar Mountain across Newport Way through the Through Block Passages. The open spaces can easily be accessed through the walkways that connect from the front doors of residential units and the Shared Use Route along Newport Way.

17. Chapters 8 and 15 contain the standards for Parking. The intent of the parking chapters are to establish parking standards based on urban rather than suburban densities that support a pedestrian-friendly environment and attractive urban design. Parking for the Riva Townhomes project is primarily in individual garages with additional surface parking lots or individual stalls. Additional visitor parking, above what is embedded in the standards, is not required by the CIDDs. Surface and structured parking is accessed from the alleys. One loading space is provided. A minimum of 2 bicycle parking spaces is required. Motorcycle parking is also required for residential projects with more than 6 units, at a ratio of 1 space for every 36 parking spaces.

Each residential unit is provided with garage parking under the building. The project proposes 68 spaces in garages while 17 surface parking spaces provide additional resident and visitor parking. The 85 parking spaces exceed the required CIDDs minimum parking ratio of 1 space for each unit but is within the maximum allowed of 2 spaces for a two-bedroom unit. ADA parking spaces are not required per code. Bike parking for visitors and temporary use are provided at the center of the site, along the Through Block Passage serving units 25 to 33. Each unit is provided with bicycle storage space in the individual garages.

18. Chapter 9 contains the standards for Signs. A comprehensive sign package for all exterior signage will be reviewed and approved at construction permit.

19. Chapters 10 and 16 contain the standards for Landscaping. Chapter 10 provides landscaping standards with the intent to draw nature into the developing urban community, adding green elements to soften the urban form, and create a livable, verdant, attractive Public Realm that restores nature and human activity and contributes to the success and establishment of the Green Necklace. Landscaping is proposed to soften the appearance of the proposed townhomes and screen areas such as parking facilities. The landscape plan

incorporates a variety of native species and naturalistic planting schemes to immerse the user into a contextually specific Pacific Northwest experience. The planting palette and layout are consistent throughout the project with the exception of a more intense use of natives as the landscape plan moves from Newport Way towards the critical areas. Accent plantings are incorporated into the planting palette and proposed to be arranged to add visual interest to the landscape design through the incorporation of color, seasonal character and texture variety.

Key landscape elements include the community open spaces, through block passages and shared use route. The proposed landscape plan contains a high number of ornamental and native trees. The mitigation buffer will also contain a high number of native trees. The trees are strategically located to fulfill an aesthetic function, increase the biodiversity of the site and enhance the critical areas. Site furnishings will provide a nature-inspired modern aesthetic to the site to marry the contemporary architecture of the proposed buildings with the natural features of the site including the onsite critical areas and Cougar Mountain Regional Park across Newport Way. Pedestrian-scale lighting along Newport Way and in the interior open spaces are not shown on the plans but will be required and reviewed with construction permits.

The landscaping meets the standards required for parking lots and the Circulation Facilities. Screening of parking area includes a landscape strip integrated into the spaces to reduce possible visual impacts. One tree for every 6 surface parking is provided and street trees at 30 feet on-center are provided for Newport Way.

The Applicant is required to retain 25% of the total caliper of significant trees on the developable site. A tree assessment report by a certified arborist, indicates a total of 1027 dbh of existing trees. The Applicant has requested Modification to tree retention requirements to remove significant trees below the tree retention requirements due to site constraints and reasonable use of the property. The Applicant will be required to provide 171 replacement trees per the Tree Retention and Replacement standards.

20. Chapter 11 contains the standards for Site Design. This included an emphasis on the relationship of the buildings and community open spaces through the circulation facilities; the visual connection of the site to the Cougar Mountain Regional Wildland Park and the Tibbetts Creek buffer and wetland areas in the interior of the site; the use of the Shared Use Route to connect the site to the existing Mountains-to-Sound Greenway regional bike trail; the use of the architecture and the landscape design to define the Western Gateway vision, the use of intuitive wayfinding in the architecture design and landscape design, and the activation of the public realm through the provision of individual entries for ground floor units, the use of special paving to create pedestrian plazas and minimize vehicular presence in the parking lots and reducing building setback from the sidewalks to the greatest extent possible allowed by the CIDDS.

21. Chapter 14 establishes building design standards that create a vibrant, pedestrian-friendly, built environment through buildings designed to frame and engage the public realm. The project complies with the various requirements in this chapter, including building mass and design, blank wall mitigation and building materials that are consistent with the vision for the Western Gateway district. The rowhouse facades will be visually broken up by using architectural details and creating surface relief, shadows and depth by modulating the bays, adding balconies the project out, and breaking up the roof mass with shed roofs and smaller gables. All residential units have their primary entrance facing directly at a Circulation Facility, either Newport Way or a Primary Through Block Passage. All primary entries are adorned with raised front porches that serve to provide a transition from semi-public to semi-private space.

22. Chapter 17 contains the standards for Lighting. The lighting selected will include a hierarchy of fixtures that will provide for safety after dark in an attractive manner including pedestrian scaled pole lights on Newport Way and bollards at the outdoor pedestrian spaces, and recessed lighting for the entry porches. Actual details of the fixtures and lighting photometrics will be reviewed and approved with the construction permits.

23. The Notice of Application included notices to: 1) parties of record, 2) adjacent property owners, 3) the City's website, and 4) property posting. A Notice of Application was posted on the City's website, posted on the property, and mailed to adjacent property owners on November 25, 2015.

24. SEPA Environmental review was conducted concurrent with the Site Development Permit review. The City issued the SEPA Mitigated Determination of Nonsignificance (MDNS) on March 3, 2016. The MDNS was sent to State agencies and parties of record, and published in the Issaquah Press on March 3, 2016. The MDNS is based on the SEPA environmental checklist dated October 19, 2015 and technical reports, including the Wetland Report, the Traffic Impact Study and the Geotechnical Report. All SEPA conditions are based on policies adopted by reference in the Land Use Code and the Central Issaquah Development and Design Standards.

A 21-day combined comment/appeal period was established beginning on March 3, 2016 and ending on March 24, 2016. No appeals were received. The WA State Department of Fish and Wildlife, Department of Ecology and 2 residents provided comments. Staff provided responses to the comments, which were included as Attachment 3 of the Briefing Response Memo, dated March 9, 2016. The SEPA decision including Findings and Mitigation Measures was included as Attachment 2 to the Briefing Response Memo dated March 30, 2016.

25. The Rivers and Stream Board, a citizen advisory group, reviewed the proposal at its December 15, 2015 meeting. Three citizens spoke at that meeting. The minutes of the

meeting were included as Attachment 13 of the Staff Report for the Riva Townhomes, dated March 3, 2016.

26. A legal notice of the project was placed in the Issaquah Press on February 25, 2016 for the March 9, 2016 public hearing. A legal notice was published in the Issaquah Press on March 24, 2016 for the April 6, 2016 scheduled continuation of the public hearing, and a legal notice was published in the Issaquah Reporter on August 26, 2016 for the September 7, 2016 continuation of the public hearing. The April 6 public hearing was postponed to September 7, 2016.
27. Notice of the scheduled dates held for the public hearing was mailed to property owners within 300 feet of the subject site on February 26, 2016 for the March 9, 2016 public hearing, on March 25, 2016 for the April 6, 2016 continuation of public hearing, and on August 26, 2016 for the September 7, 2016 continuation of public hearing. Notice of the public hearing was also placed on the City's website.
28. An Information sign of the project and description was posted on the property by the applicant on the week of November 13, 2016. Notice of the Development Commission public hearing dates were provided on the sign at least 2 weeks prior to both the public hearing.
29. The City received 17 letters and email correspondences from 10 citizens (5 citizens wrote twice or thrice). Concerns in summary were regarding: traffic impacts; pedestrian safety and traffic improvements at the intersection of Oakcrest Drive and Newport Way; Parkway design of Newport Way; pedestrian amenities; transit service on Newport Way; school bus stop location; buildings set close to the street; the viability of locating a Shared Use Route through the site; connection to the existing Cougar Mountain trailhead, and impacts to Sammamish Pointe Condominiums. Staff responded to the written comments and submitted these as attachments or exhibits with the Staff Report, briefing response memos and at the public hearings.
30. An opportunity for public testimony was provided at the public hearing held on the evenings of March 9, 2016 and September 7, 2016. Five citizens spoke at the March 9, 2016 public hearing and 5 citizens spoke at the September 7, 2016 continuation of the public hearing. Concerns brought up reflected the same concerns in the letters and emails received.
31. Staff has thoroughly reviewed the applications and presented their findings verbally and in a Staff Report. The Development Services Department issued two Briefing Response Memos, one dated on March 30, 2016, in response to issues raised by the Development Commission and the public at the March 9, 2016 public hearing, and a second memo dated August 31, 2016, to update the proposal and document revisions to the conditions of approval. Both memos were submitted to the Development Commission and made available to the parties of record and the City's website one week prior to the scheduled public hearing.

32. Beyond the information provided in the applications, the Staff Report and its attachments, Briefing Response Memo and its attachments, information was provided by City staff and the applicant to the Development Commission during the course of the public process to enable it to have a complete and thorough understanding of the project. This included two PowerPoint presentations by Staff at the March 9 and September 7 public hearings, summarizing the staff analysis and recommendations.
33. The applications were routed to various departments within the City as well as Eastside Fire & Rescue. All comments were incorporated into the proposal or the below-listed conditions.
34. Any conclusion listed below which could be considered a finding is hereby incorporated as a finding.

III. CONCLUSIONS

Having rendered the above-cited Findings, the Development Commission draws the following Conclusions:

1. This proposal was reviewed in accordance with the Central Issaquah Plan and the Central Issaquah Development and Design Standards. Any areas not covered by that plan were reviewed in accordance with the Issaquah Land Use and Municipal Codes, the City of Issaquah Street Standards, and other applicable federal, state and local standards. The Development Commission is responsible for reviewing and making the decision for Site Development Permit applications for parcels over three acres in size.
2. The Riva Townhomes project is within the boundaries established by the Central Issaquah Plan and is consistent with the policies of the Comprehensive Plan and the Central Issaquah Plan.
3. The proposed Riva Townhomes project complies with the standards of the Central Issaquah Development and Design Standards, with conditions found in Section VI of this Notice of Decision.
4. The applications contain adequate information for the Development Commission to render this decision.
5. Any finding listed above which could be considered a conclusion is hereby incorporated as a conclusion.

IV. APPEALING THIS DECISION

This decision can be appealed. A Closed Record appeal of this decision shall follow the procedures set forth in IMC 18.04.250 (Administrative appeals) of the Land Use Code, and shall be heard by the City's Hearing Examiner. A letter of appeal shall include the reason for the

appeal and a \$518.26 filing fee, which is required of appeals. All appeals shall be filed with the Development Services Department by 5:00 PM on September 26 , 2016.

For further information on the appeal procedure or if you have any questions regarding this Notice of Decision, please contact the Project Planner (contact information provided above). Final decisions shall be valid for five (5) years from the Approval Date in the Notice of Decision and can be extended by the Director if all the criteria set forth in IMC 18.04.220.D.1. (a) to (d) are met by the Applicant, or as long as there is an active Construction Permit for the project. Construction projects that have received Final Certificate of Occupancy are no longer considered active.

V. AFFECTED PROPERTIES

Property owners affected by this decision may request a change in valuation for property tax purposes notwithstanding any program of revaluation. Affected property owners may obtain further information regarding revaluation from the King County Assessor's Office, 500 Fourth Ave., #ADM-AS-0708, Seattle, WA. 98104, (206) 296-7300.

VI. CONDITIONS OF APPROVAL

General Conditions

- A1. Any above ground and at-grade utilities will need to be located to eliminate their visual impact in buildings or underground. Locations shall be shown on the first Site Work permit (such as for roads, paving, utilities, not clearing and grading). Some options for screening may be acceptable with architecture and/or landscaping and shall be worked out prior to approval of the final landscaping plans.
- A2. Alleys: Alleys generally have vertical curbs placed at the edge of the drive aisle except where larger vehicles such as fire trucks and garbage trucks require a larger turning radius. Where this is required, alternative materials such as concrete shiners and rolled curbs will be used.
- A3. Accent plantings shall be provided at the Newport Way entrances to the primary through block passages to provide visual cues that these are the main pedestrian access into the interior of the site and that these walkways lead to the community open spaces on site.

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- 1. The applicant shall comply with the Mitigation Measures set forth by the Mitigated Determination of Nonsignificance.
 - 2. Newport Way frontage improvements shall include:
 - a. driveway curb cut on Newport Way shall comply with CIDDS 6.4.K and may be adjusted at construction permit review to meet driveway sight distance triangle design as prescribed in the City's Street Standards;
 - b. driveway width of 22', with a stripe to delineate two 11-foot wide lanes. A mountable curb is required to meet any fire turning radii. The maximum driveway slope shall be 15%;
 - c. **(Not used)**
 - d. Existing power poles on the south side of Newport Way relocated to meet the road side safety clear zone, as defined in the City of Issaquah Street Standards;
 - e. Existing pedestrian-scale street lighting at east side of Newport Way relocated to the new landscape planter strip and meet ADA clearance requirements and Chapter 17 light level requirements;
 - f. Undergrounding power lines. The Applicant has two options:
 - i. The power is undergrounded from an existing power pole that currently provides power to Sammamish Pointe Condominiums, or
 - ii. The Applicant undergrounds the power line from an existing pole across Newport Way NW. Given the Riva project will be required to move the poles on the opposite side of Newport Way that conflict with the road

improvements, there may be an opportunity to utilize one of the poles that is being moved, and the undergrounding across Newport Way can be done in conjunction with all required work on the right-of-way associated with the Riva frontage improvements.

3. The walkway of the primary through block passage between buildings 17 and 18, between Newport Way and the alley, shall be 10 feet wide.
4. The Primary Through Block Passage walkway serving units 34 – 36 shall be 6 feet wide.
5. At construction permit, the site plan shall be revised to ensure the fire truck access in the alleys serving buildings 25 to 36 have adequate widths to allow fire trucks to maneuver without hitting the balconies or any parts of the buildings. Example: Setting back the balconies or the building so that the portion of the alley with full vertical clearance is at least 22 feet wide.
6. The Primary Through Block Passage serving buildings 34 to 36 shall be provided with a consistent and continuous sidewalk from Newport Way to building 36. Where the pedestrian path is interrupted by the surface parking spaces and the alley, the alley and parking area shall be designed as a pedestrian plaza (i.e., with special paving) so that it visually connects the community open space with the primary through block passage and Newport Way. The sidewalk of the primary through block passage at the section connected to Newport Way shall be 10 feet wide.
7. An On-Site Amenity, with a minimum size of 400 s.f., shall be provided. The nature-based play area may partially or completely fulfill this requirement.
8. The play equipment and landscape details of the nature-based play area shall meet the requirements in CIDDS 13.4 at a minimum.
9. In lieu of constructing the Shared Use Route, the Applicant shall pay the applicable Park Impact Fees for 36 multi-family units. The Applicant shall also provide a relocatable public access easement, with a width of 20 feet, for the entire length of the Shared Use Route based on the general location shown on Attachment 2 of the SDP15-00004 Briefing Memo dated August 31, 2015. If it is determined that the Shared Use Route is no longer required, the easement may be eliminated. A durable sign shall be installed at the current location of the Shared Use Route as shown in the SDP permit, at a visible location near the entry driveway, prior to the sale of the first unit, to ensure residents and owners are aware of the potential Shared Use Route. Sign design and information shall be reviewed and approved with the site work permit.
10. *(Not used)*
11. *(Not used)*

12. Pet waste stations shall be provided at appropriate locations, such as the outdoor community spaces, where pets are likely to be allowed.
13. Provide at least one motorcycle parking space.
14. Provide at least 2 temporary bike parking spaces near the Shared Use Route proposed at the northern perimeter of the site.
15. For head-in surface parking abutting the open spaces and wetland buffers, reduce the amount of impervious area by reducing the length of stall to 16.5 feet long with a 2-foot overhang into the landscaped area.
16. Remove single surface parking space next to unit 24 and connect the exterior stairs to Open Space C and Primary Through Block Passage serving units 34 to 36.
17. Provide a hard surface pedestrian connection from the individual, northern parking stalls to the proposed walkways within the community open spaces.
18. The driveway aisles within the BSBL that are used for vehicle turn-around shall be designed as viewing areas.
19. A total of 76 significant trees, or its equivalent in dbh, shall be provided as replacement trees. If the site cannot accommodate all replacement trees, the Applicant shall be required to pay a fee-in-lieu or plant trees off-site at a location approved by the Director of DSD. Adjustments to the number of trees which will be removed or required, will adjust the number of replacement trees, using a consistent methodology to that shown in the staff report.
20. Pedestrian- scale pole lighting shall be provided at the designated open spaces, including the Primary Through Block Passages.
21. Single parking spaces distributed throughout the site and the 4-space parking lot at the eastern end of the property shall be screened where it abuts the pedestrian areas and community open spaces.
22. The building elevations shall be further refined to incorporate natural materials.
23. Provide additional architectural details to enhance the more visible corners of units along Newport Way that frame the required Through Block Passages.
24. Window wells shall be integrated to the landscape design and screened from pedestrian walkways with a decorative railing or low shrubs.

25. A public storm drain is required along the easterly margin of the site and shall be constructed to City standards including a public storm drain easement.
26. The applicant shall demonstrate that there is adequate capacity per the sewer easement agreement.
27. The 8-inch water main shall be looped through project with two connections to the existing public 12-inch water system located along Newport Way NW, providing for fire flow consistent with City Code. A continuous 10' public water main easement is required along the alignment of the water main.
28. A fire flow analysis shall be conducted to determine if the offsite water system in Newport Way NW requires upsizing consistent with City Code.

